

The Sun

AND NEW YORK PRESS.

SUNDAY, JUNE 1, 1919.

MEMBER OF THE ASSOCIATED PRESS.
The Associated Press is exclusively entitled to the use for publication of all news dispatches credited to it or not credited to it, and to the use of all news material in its possession, and also the local news published herein.
All rights of reproduction of special dispatches herein are reserved.

Entered at the Post Office at New York, N. Y., as Second Class Matter.

Subscriptions by Mail, Postpaid.

One Year, \$10.00
Six Months, \$6.00
Three Months, \$3.50

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

DAILY & SUNDAY, \$10.00
DAILY only, \$8.00
SUNDAY only, \$2.00

a communication from Paris asking if Switzerland would consent to prohibit all exports and imports into Germany except those permitted by the Allies during the war in case Germany should refuse to sign the peace treaty. The Swiss Council in its remonstrance declares if its request for a modification of the blockade is not granted "Switzerland will find it necessary to recover her liberty of action." What this implies is not entirely clear. So far as food supplies and raw materials for her industries are concerned Switzerland is in a little better position now than she was during the war, and there remains a great necessity now as ever, in the opinion of the Allies, for the enforcement of the blockade against Germany. Perhaps Switzerland must be impressed with the fact that the war is not over until the peace terms have been actually signed.

America Makes Complete Her Air Triumph.

When Lieutenant-Commander Ryan brought the American seaplane NC-4 to her anchorage in Lisbon harbor he had achieved the triumph every flying man of every nation had dreamed of—passage between the New World and the Old World by airship. Germans had planned such a trip in their mighty zeppelins; HAWKER and GRIFFIN had boldly challenged the perils of an unescorted dash; French aviators had laid their plans for a well considered attempt to the south. It was on May 27 that Ryan and his crew won the imperishable fame their victory over mechanical difficulties, the elements and the weakness of the human organism confers on them.

But there was no adventure of sportsmanship. They were under orders in the naval service of their country, and their goal was not merely the coast of Europe. They were instructed to fly by a definite route to a particular objective. Had they not reached that objective their trip would have been unsuccessful from the official point of view. Consequently their labors did not cease until yesterday, when their craft came to rest in the English harbor of Plymouth.

As the navy is not sentimental in the ordering of its cruises, practical reasons dictated the selection of Plymouth as the destination of the seaplane flight. But no other spot could have been more appropriate for the ultimate landing place of a pioneer transatlantic airship sailing from the United States. From Plymouth the Mayflower Pilgrims departed September 6, 1620, to make their homes in the New World, to found "a church without a bishop, a state without a king."

The conquering of the air in the flight over the Atlantic was only one of the problems the navy set out to solve when it began the experiments that brought forth the NC flying boats. The situation produced by Germany's submarine war made it desirable that a new method of combating U-boats should be devised. Our naval authorities looked to the development of the airplane to provide it. Their intention was to produce a machine capable of crossing the ocean in the air, of alighting on the water and making progress as a boat, of rising from the sea. The performances of the three seaplanes that departed from Rockaway May 8 have justified the design that was adopted. The NC-4 was able to overcome mechanical difficulties and complete her trip; Commander Towens's seaplane, after being forced to the water, carried its crew in safety to Ponta Delgada; and Lieutenant-Commander BELLINGER and his crew were saved when their boat was compelled to quit the air. From the mishaps of these aviator-sailors, no less than from the experiences of the NC-4 and her complement of men, the navy air service will learn wherein the plans and specifications of the NC class should be modified. Thus all have contributed to the future of the art of flying.

Mastery of the air will belong to America if the United States will exert itself to hold and maintain it. The new profession of flying is American by virtue of the discoveries and application of scientific principles made in this country. Our leadership was lost to us by our own lethargy and indifference. Ryan and his fellows, the opportunity having been given to them by an awakened and frightened world, have restored it to us. It can be retained by the adoption of an enlightened and progressive policy toward this supremely important department of human endeavor, and if it is lost again that loss will bring shame to every American citizen.

A Fifty Mile Vertical Shot.

We are lost in admiration of M. DE LA BAUME PLUVINEL, president of the French Astronomical Society. He has found a useful task for the huge German cannons of the type that was used to bombard Paris. They are to be loaded with shells which will be equipped with devices to register the density, temperature, etc., of the upper air. They will be pointed directly upward and fired.

The shell, it is expected, will rise fifty miles in two minutes—the distance is more important than the time. Its instruments—we assume the French scientists will arrange for their protection against the shocks of projection and flight—will record the temperature, barometric pressure and what not of distant space and, after pointing for an unmeasurable moment at the end of the vertical journey, will start on the return trip.

Ah, yes; the return trip. That to us is the most interesting part of the exploit. We have perfect confidence, of course, that the scientific shell will

come down. Gravity has no fifty mile limit and its laws have not been repealed. In the case of aviators gravity suspends sentence, but eventually the Allies during the war in case Germany should refuse to sign the peace treaty. The Swiss Council in its remonstrance declares if its request for a modification of the blockade is not granted "Switzerland will find it necessary to recover her liberty of action." What this implies is not entirely clear. So far as food supplies and raw materials for her industries are concerned Switzerland is in a little better position now than she was during the war, and there remains a great necessity now as ever, in the opinion of the Allies, for the enforcement of the blockade against Germany. Perhaps Switzerland must be impressed with the fact that the war is not over until the peace terms have been actually signed.

If the gun cannot be pointed so that the shell will return to a certain limited area, then it must be fired with a slight slant seaward or it may come down and bore a hole through somebody or something. If the sea is to be the terminal, how far will the shell penetrate the yielding blue? Would not DAVE JONES or his abysmal comrade, DAN MCGINTY, have a trip in their mighty zeppelins; HAWKER and GRIFFIN had boldly challenged the perils of an unescorted dash; French aviators had laid their plans for a well considered attempt to the south. It was on May 27 that Ryan and his crew won the imperishable fame their victory over mechanical difficulties, the elements and the weakness of the human organism confers on them.

But there was no adventure of sportsmanship. They were under orders in the naval service of their country, and their goal was not merely the coast of Europe. They were instructed to fly by a definite route to a particular objective. Had they not reached that objective their trip would have been unsuccessful from the official point of view. Consequently their labors did not cease until yesterday, when their craft came to rest in the English harbor of Plymouth.

As the navy is not sentimental in the ordering of its cruises, practical reasons dictated the selection of Plymouth as the destination of the seaplane flight. But no other spot could have been more appropriate for the ultimate landing place of a pioneer transatlantic airship sailing from the United States. From Plymouth the Mayflower Pilgrims departed September 6, 1620, to make their homes in the New World, to found "a church without a bishop, a state without a king."

The conquering of the air in the flight over the Atlantic was only one of the problems the navy set out to solve when it began the experiments that brought forth the NC flying boats. The situation produced by Germany's submarine war made it desirable that a new method of combating U-boats should be devised. Our naval authorities looked to the development of the airplane to provide it. Their intention was to produce a machine capable of crossing the ocean in the air, of alighting on the water and making progress as a boat, of rising from the sea. The performances of the three seaplanes that departed from Rockaway May 8 have justified the design that was adopted. The NC-4 was able to overcome mechanical difficulties and complete her trip; Commander Towens's seaplane, after being forced to the water, carried its crew in safety to Ponta Delgada; and Lieutenant-Commander BELLINGER and his crew were saved when their boat was compelled to quit the air. From the mishaps of these aviator-sailors, no less than from the experiences of the NC-4 and her complement of men, the navy air service will learn wherein the plans and specifications of the NC class should be modified. Thus all have contributed to the future of the art of flying.

Mastery of the air will belong to America if the United States will exert itself to hold and maintain it. The new profession of flying is American by virtue of the discoveries and application of scientific principles made in this country. Our leadership was lost to us by our own lethargy and indifference. Ryan and his fellows, the opportunity having been given to them by an awakened and frightened world, have restored it to us. It can be retained by the adoption of an enlightened and progressive policy toward this supremely important department of human endeavor, and if it is lost again that loss will bring shame to every American citizen.

A Fifty Mile Vertical Shot.

We are lost in admiration of M. DE LA BAUME PLUVINEL, president of the French Astronomical Society. He has found a useful task for the huge German cannons of the type that was used to bombard Paris. They are to be loaded with shells which will be equipped with devices to register the density, temperature, etc., of the upper air. They will be pointed directly upward and fired.

parents is discussed in volume three of Professor JOHN BASSETT MOORE's International Law Digest, in which it is set forth that "children born in the United States of alien parents who have never been naturalized are native citizens of the United States"; but "in cases of double allegiance the child when he becomes of age is required to elect between the country of his residence and the country of his alleged technical allegiance." It is therefore for the child of alien parents to select his citizenship. If he presents himself to the election officers and demands to be registered his act would of course constitute selection of citizenship in the United States. If, however, by registration with the authorities of the country of which his father was a citizen, or by some other act, he recorded his choice of alien citizenship he would be entitled thereto under our laws. It must be borne in mind, however, that the foreign country concerned would insist on compliance with its laws if he was to receive the benefit of their protection.

The regulations concerning the issuance of passports and the payment of pensions would not be conclusive. As our correspondent says, sound administrative policy might necessitate practices in such matters, regardless of citizenship, which would have no bearing on the case. In several States the privilege of voting is conferred on aliens who have declared their intention to become citizens. Such declarants in many cases do not take out their final papers; in the course of the war many cases of declarants withdrawing their applications for the purpose of avoiding military service were recorded.

An executive order limits the increase in the price of ice to five cents a ton, but it will be more difficult to control the price of the ton given, especially in the case of a commodity as evanescent as ice is.

It may only take one word to answer Germany's eighty thousand. M. PLUMEPATTE, BOTANIST.

In a Country Still He Finds Food for Body and Mind.

TO THE EDITOR OF THE SUN:—Sir: "How beautiful, inspiring and useful is the country at this time of the year for the tired but interested city dweller!" The foregoing was uttered by my friend Alphonse Plumepatte, the famous chef, as we were walking together through a narrow path alongside a Jersey country estate.

"Look at that," continued Alphonse, pointing to a field full of buttercups, which, under the blazing sun, appeared like a solid mass of burnished gold; "how fine!" A little further down: "Do you see that patch of deeper and drier yellow? That is the golden ragwort, or squaw weed. At the edge of that brook yonder the yellow flower of a still different hue is the meadow gowan, or marsh marigold."

"Here in this field the daisies are already in the button stage, with a full bloom of white and blue, contrasting with these red clover flowers also beautiful! Right at our feet and trampled by us are violet plants. Although a little late in the season, some blossoms are yet to be seen among the deep green leaves."

"By now there is not one of the European countries that they have overrun—and they are to be found established in the remotest corners—where the Americans as a whole have not become intensely unpopular. France and Italy are more than 'fed up' with them. And the reason, I imagine, or one of the chief reasons, is that they are an inferior nation posing as a superior one."

"The arrogance of the aristocrat is detestable. But the arrogance of the mere plutocrat is unbearable. And, after all, it is on wealth alone that America depends for her influence."

The most astounding part of the attack on Americans from which the characteristic passages above are taken is in a paragraph which accuses our people of being pro-German. This paragraph is as follows:

"As a matter of fact a great proportion of so-called Americans are really Germans. No wonder President Wilson feels such a stirring pity and kindness to the Boche. I have talked to Americans—wearing khaki too, though only of the Red Cross—who are nothing but pro-Germans."